

HELICOPTER NOISE ABATEMENT PROCEDURES

Within the vicinity of Longmont Vance Brand Airport are noise sensitive areas. By using your aircraft's quietest departure techniques and following the guidelines and procedures below, we can reduce the noise impact on our neighbors. The City of Longmont has adopted a Good-Neighbor-Policy and requests that resident and visitor aircraft comply with the voluntary noise abatement procedures described below.

Please Use Common Sense and Be Considerate to Airport Neighbors

General Guidelines for Helicopter Noise Abatement Operations at KLMO

Avoid over flying neighborhoods, outlying residential areas and noise sensitive areas.

Follow high ambient noise routes such as major roadways or highways to mask the sound of the helicopter. Flights conducted over roads, railways and rivers in noise sensitive areas are less likely to generate complaints than routes that acoustically and visually intrude on peoples' privacy, such as those that cross, or can be heard from, residential backyards.

Fly at an altitude that is as high as practical over scenic and recreation areas. Identify noise sensitive areas and adjust routes to avoid them to the extent possible. Fly normal cruising speed or slower and observe low-noise speed and descent recommendations per the manufacturers recommendations.

Avoid sharp maneuvers, use takeoff and descent profiles consistent with the Pilot Operating Handbook and vary the route since repetition contributes to annoyance.

Avoid late night / early morning flights.

ARRIVALS

Avoid over flying the congested areas of the city and outlying residential neighborhoods as much as possible. Choose uncongested arrival pathways for routing purposes.

Descend over the Airport or use noise abatement descent. (**See Figure 1.**)

Avoid the flow of fixed-wing aircraft and land in a suitable clear area.

Descend over the airport using a noise abatement approach recommended by helicopter manufacturer.

Traffic pattern altitude is 5550 feet MSL (500 feet AGL)

Fly a right traffic pattern (opposite pattern of fixed wing aircraft)

PATTERN WORK

Use Taxiway Bravo, as much as possible, for practicing maneuvers.

Traffic pattern altitude is 5550 feet MSL (500 feet AGL)

Announce on Unicom if operating at a higher altitude.

Fly a right traffic pattern (opposite pattern of fixed wing aircraft)

Fly a tight pattern:

- Taxiway “Bravo”: right downwind pattern within ½ mile of the runway (no wider than approximately ½ the runway length)
- Runway 11: right downwind pattern within ½ mile of the runway (no wider than approximately ½ the runway length)
- Runway 29 right downwind pattern within ½ mile of the runway (no wider than approximately ½ the runway length)

DEPARTURES

Climb to altitude over the airport or uncongested areas during transition to altitude when departing.

Avoid over flying residential, congested areas of the city and outlying residential developments as much as possible. Choose uncongested departure pathways for routing purposes.

Follow high ambient noise routes such as major roadways.

(See Helicopter Map for Recommended Approach and Departure Details)

Community Concerns

The AMGEN property located north and west of Airport and Nelson roads and south of Rogers Road is private property. Landings or practicing auto rotations on private property is not authorized. Normal over flight is permitted.

Airport neighbors and residents near the Airport and recreational areas have become more vocal about helicopter activity. With increased operations, more residents are complaining about low-flying helicopters. Their complaints center on noise and safety issues, although invasion of privacy and perceived lack of control regarding aircraft operations seem to add to their frustration.

Community residents are also concerned about low-flying helicopters in environmentally sensitive areas such as the St. Vrain River corridor, Golden Ponds Nature Area, and McIntosh Lake District Park. Flights over these areas should respect the environment and wildlife in these areas.

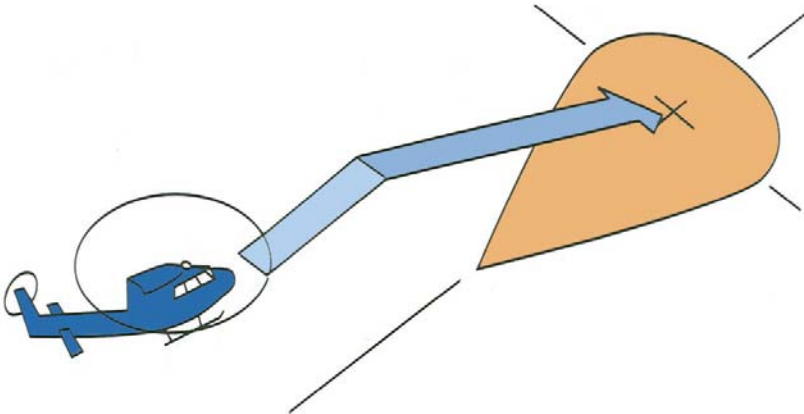
Continual pattern work

Perceived lack of control from sharp maneuvers

HELICOPTER ASSOCIATION INTERNATIONAL DESCENT RECOMMENDATIONS

FIGURE 1

Normal Descent Shallow Approach (not recommended)



NOISE ABATEMENT DESCENT (Steeper Descent Approach (preferred when operating at LMO))

